

Executive Summary

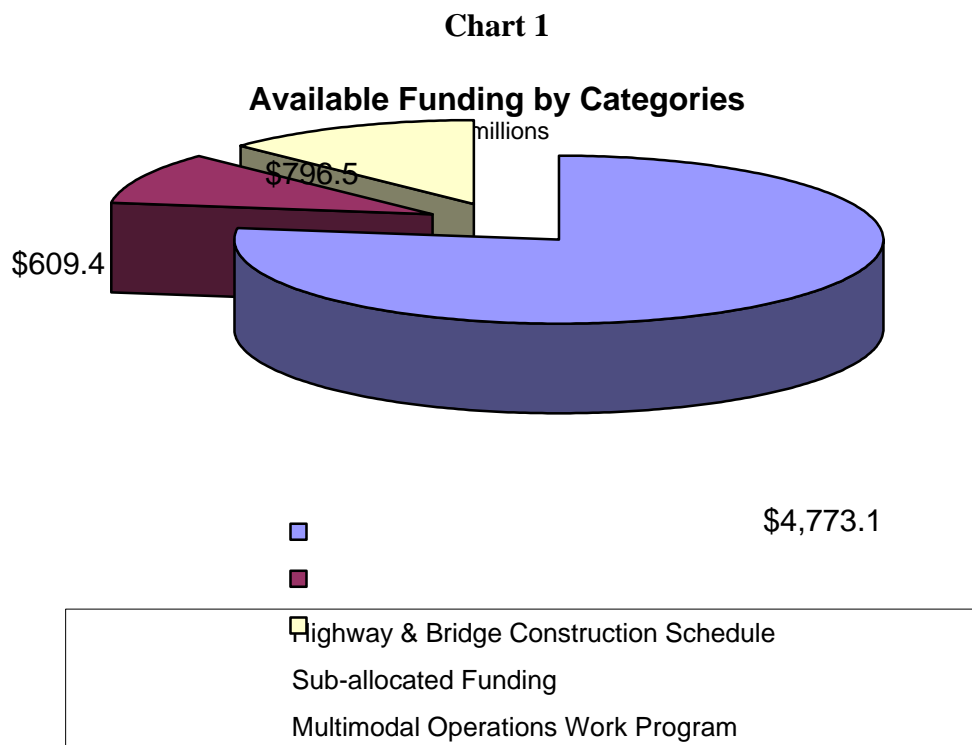
Draft Statewide Transportation Improvement Program

Fiscal Years 2002–2006

The Statewide Transportation Improvement Program for state fiscal years 2002–2006 (July 1, 2001 – June 30, 2006) is the Missouri Department of Transportation's proposed list of transportation projects the department will undertake in the next five years. The STIP is an essential part of MoDOT's communication with customers to let them know their investment is being spent on the most important transportation projects. It also lets Missourians know what their investment in transportation will give them.

This is the first STIP to include information on aviation, railroads, waterways and public transit. These modes of transportation are key components of the entire transportation system for which MoDOT is responsible. The STIP is prepared each year for a five-year period and, as each year is completed, another year is added

The five-year STIP represents a \$6-billion investment in Missouri's transportation future. The largest share of MoDOT's budget goes to the highway and bridge program. Missouri also gets approximately \$115 million each year in sub-allocated federal funds, most of which benefits highway and bridge projects not on the MoDOT system. Examples include projects on city or county systems. The remaining money shown in the STIP is dedicated to multimodal operations. The chart below shows the amounts available in each category of this STIP



The STIP is an integral member of MoDOT's new family of transportation plans. In the past two years, MoDOT has developed a Long-Range Transportation Plan (LRTP), which sets the direction for the department for the next 20 years. It is fiscally unconstrained and provides the vision and direction for project development activities. A logical transition between the directions established in the LRTP and the project-specific STIP is MoDOT's mid-range transportation plan or investment strategy. It is the first stage in identifying specific projects and programs that will address transportation needs. It starts to apply fiscal constraints to the planning process. As needs and resources are further refined, the highest priority projects go into the STIP.

Highway and Bridge Program

More than 1,000 projects are included in the 2002–2006 STIP. These projects range from preliminary engineering studies and right-of-way acquisition to construction projects. Project selection is based on the Missouri Highways and Transportation Commission's funding allocation decisions. Annual distributions among Missouri's regions might vary from year to year, but over the five-year duration of the program, distribution is equitable.

There were many successes last year as a result of programming decisions made in previous STIPs. To date in 2001, more than \$824 million in contracts has been awarded for more than 300 projects. Only 18 projects had to be moved from 2001 to a later year. Some of the projects under contract in fiscal year 2001:

- 25 miles of lanes added to existing roads
- 39 miles of new four-lane roads added to the system
- Substantial improvement of five miles of two-lane roads (wider lanes and shoulders)
- Major resurfacing on 308 miles of roads (four to six inches of paving material)
- Minor resurfacing on 1,580 miles (approximately one inch of paving material)
- 63 bridges replaced
- 32 bridges rehabilitated;
- Improvements to one of the state's major bridges
- 41 safety projects

This compares favorably to fiscal year 2000, when MoDOT had the following projects under contract:

- 12 miles of lanes added to existing roads
- 96 miles of new four-lane roads added to the system
- Substantial improvement of seven miles of two-lane roads (wider lanes and shoulders)
- Major resurfacing on 154 miles of roads (four to six inches of paving material)
- Minor resurfacing on 1,426 miles (approximately one inch of paving material)

- 30 bridges replaced
- 3 bridges rehabilitated;
- Improvements to five of the state's major bridges
- 32 safety projects

This STIP also reprioritizes 71 projects from the previous STIP, which covered the years 2001-2005. Fifty-five of those projects were delayed by at least one year. Eight projects were completed early or combined with other projects. Eight projects were accelerated by at least one year.

Several factors affected MoDOT's highway and bridge construction program. This is the first STIP to include projects financed by bonds for fiscal year 2002, projects tentatively proposed to be financed by bonds in FY 2003, and reduced funding because of debt repayment, which must be repaid out of future construction budgets. While bond financing allowed MoDOT to accelerate some much-needed projects that were in the previous STIP, repayment will cost approximately \$270 million between 2002 and 2005, with repayment expenses continuing for the next 20 years. This repayment amount assumes the sale of approximately \$1.1 billion in bonds in fiscal years 2001–2003.

In addition, funding for this STIP is reduced from the previous STIP because of lower state revenue. Last year revenue projections anticipated a growth rate of 3.7 percent from sources such as fuel taxes, vehicle sales taxes, and license fees. The most recent forecast, however, shows a 0.9 percent growth rate. As a result, \$277 million less in revenue is forecast to be available for construction between 2002 and 2005.

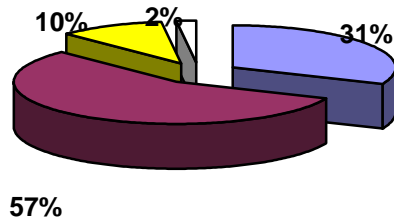
Nevertheless, MoDOT intends to keep the commitments made last year. The department will be able to offset these negative factors and keep its commitments if it issues \$850 million in bonds during 2002 and 2003.

This STIP reflects MoDOT's change in philosophy to dedicate more funds to rehabilitation and reconstruction of the existing \$60 billion highway and bridge asset. This means less money will be dedicated to adding highway capacity. In 2002–2003, for example, system expansion accounts for 57 percent of funding and rehabilitation and reconstruction for 31 percent. From 2004–2006, 34 percent of the funds are dedicated to system expansion and 55 percent to rehabilitation and reconstruction. (See Chart 2) The decrease in regional funds in 2004-2006 should not be a concern because increases in rehabilitation and reconstruction work will accomplish projects that normally are done using regional funds.

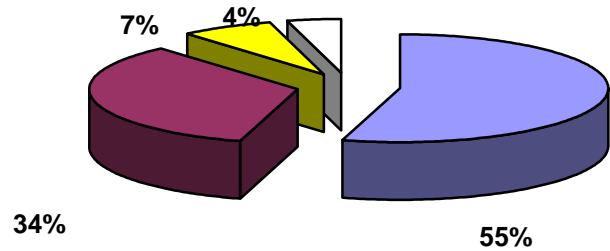
Chart 2





Distribution of Funds

2002 - 2003



2004 - 2006



 Rehabilitation & Reconstruction	 System Expansion	 Regional	 Safety
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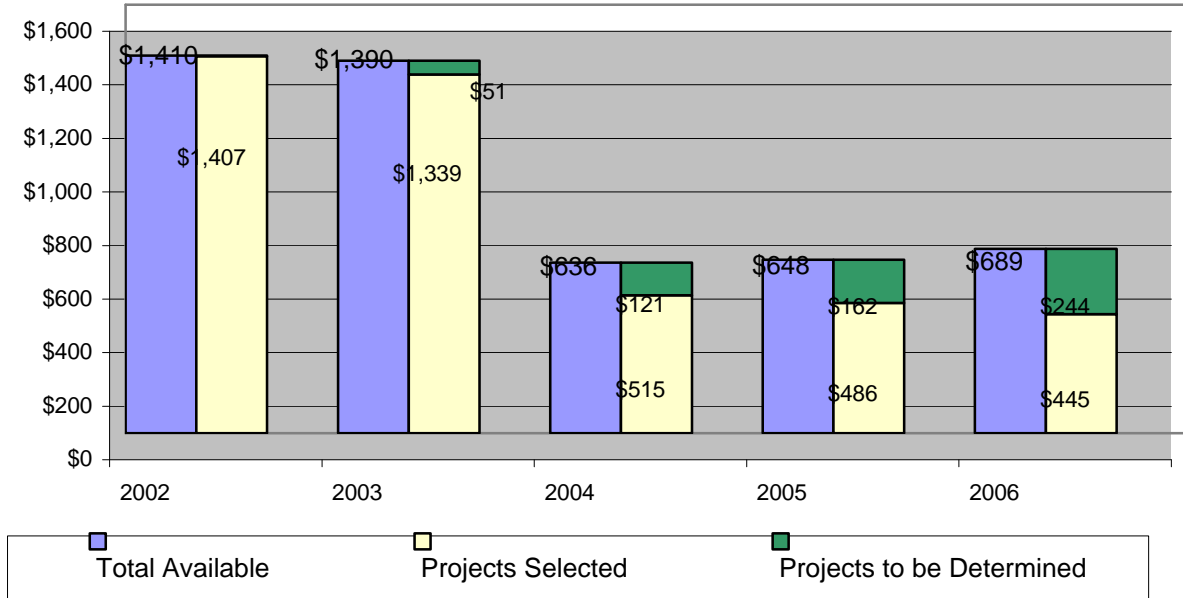
The 2002–2006 STIP is fiscally balanced, meaning it is based on funds MoDOT is certain to have. The following chart shows funds in 2002 and 2003 are almost completely earmarked, with progressively fewer funds committed in the latter years. As with the 2001-2005 STIP, funds in the later years are not fully assigned in all areas.

The allocation of funds follows the commission’s distribution formula. System expansion funds are fully committed, but rehabilitation and reconstruction, regional and economic development funds are not. This money is not available for expansion projects, but must be reserved for changing circumstances and needs on the state highway system. It is impossible to predict in 2001 what the most pressing rehabilitation, regional or economic development needs will be in 2006.

Chart 3

**2002 – 2006 Highway and Bridge Construction Schedule
Funding Available vs. Amount Committed**

in millions



By keeping committed funds equal to or less than the full amount available, all projects scheduled in the STIP can be completed if the following conditions are met.

- State and federal funding is at expected levels
- Environmental requirements are met
- Legal matters, especially right-of-way acquisitions and utility relocations, are resolved on a timely basis
- Metropolitan planning organizations concur on projects in Columbia, Joplin, Kansas City, St. Joseph, St. Louis and Springfield
- Projects identified as funded with bond financing in 2003 are approved by the Missouri Highways and Transportation Commission and the legislature

Projects programmed in this STIP:

- 52 miles of lanes added to existing roads
- 190 miles of new four-lane roads added to the system
- Substantial improvement of 31 miles for two-lane roads (wider lanes and shoulders)
- Major resurfacing on 262 miles of roads
- Minor resurfacing on 3,500 miles of roads
- 231 bridges replaced
- 69 bridges rehabilitated
- Improvements on nine of the state's major bridges

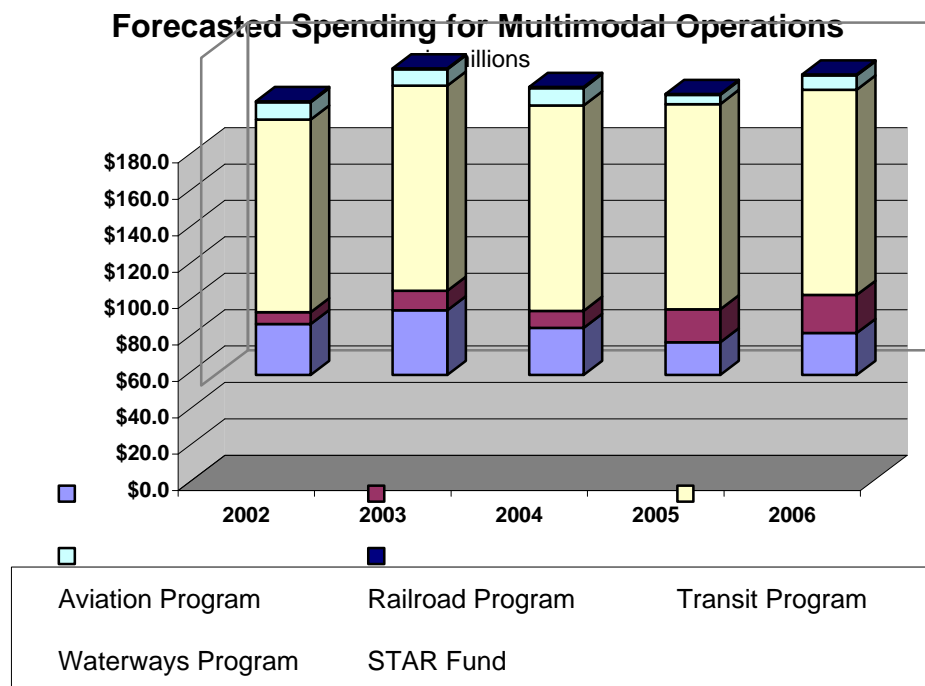
- 56 safety projects such as installation of traffic signals or left-turn lanes

Multimodal Operations

MoDOT's Multimodal Operations unit performs statewide planning and grant administration in aviation, railroads, transit and waterways. Unlike funding for highway and bridge projects, state funds for multimodal projects are approved annually by the General Assembly. Multimodal Operations establishes priorities and allocates funds in five areas of responsibility depicted in Chart 4.

- Aviation program funding helps eligible sponsors plan, purchase, build, maintain and improve airports.
- The railroad section administers federal and state funding to improve rail transportation including rail planning programs, rail implementation projects, Amtrak state-supported operations and the railroad-highway grade crossing program.
- MoDOT administers Federal Transit Administration and state funds through a variety of programs for transit in urban and rural areas.
- MoDOT administers funds to support the waterways from technical, financial and capital assistance to public port authorities through administrative grants, ferryboat grants and the capital improvement program.
- The State Transportation Assistance Revolving Loan Fund was established in 1996 to assist in the planning, acquisition, development and construction of transportation facilities other than highways.

Chart 4

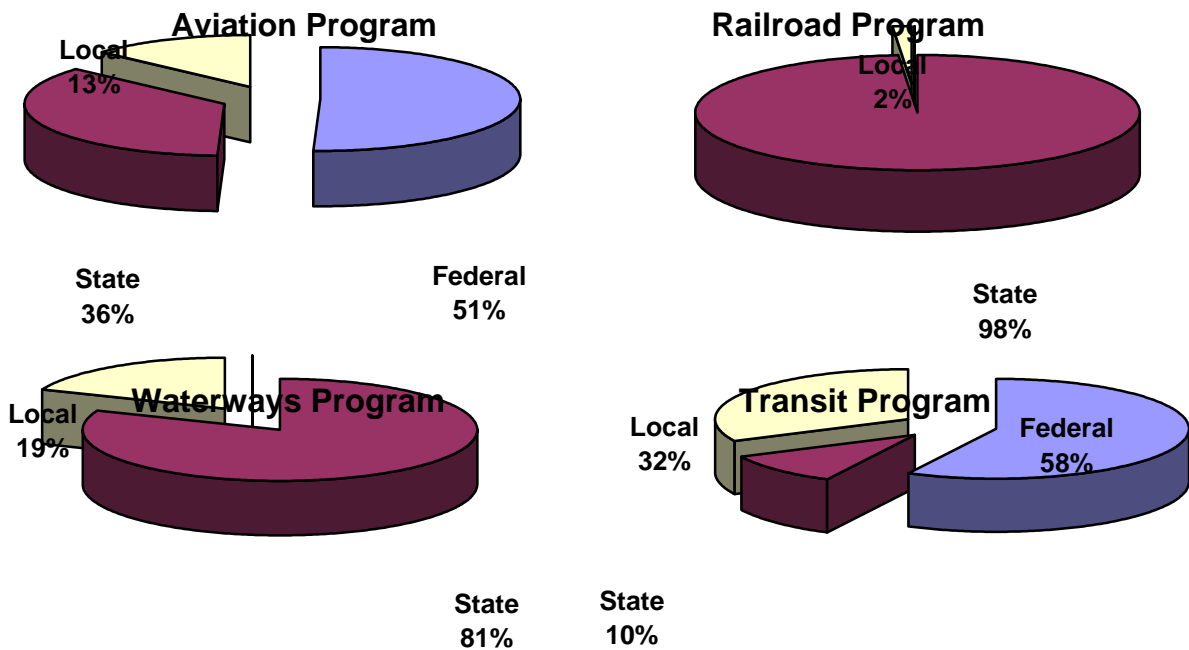


State funds for multimodal projects are approved annually by the General Assembly. Funding for multimodal operations cannot be diverted to highway and bridge projects, nor can highway and bridge funds be diverted for multimodal operations.

The proportions of federal, state and local funding varies for different types of transportation. For example, the aviation and transit programs receive more than 50 percent of their funds from federal programs. The railroad and waterways programs receive no federal funds; their largest source of funds is state money. The chart below shows the 2002 funding breakdowns for multimodal programs.

Chart 5

2002 Multimodal Funding Distribution



Each of the modal programs has established program priorities for 2002. These priorities dictate where available funds will be spent.

Aviation priorities:

- 14 projects for maintaining existing pavement
- Six land acquisition projects
- Seven system expansion projects
- Seven taxiway improvement projects
- Six projects to modernize lighting and navigation aids
- Five safety projects

Railroad program priorities:

- Assistance to Amtrak to operate two daily roundtrip trains between St. Louis and Kansas City
- Advertising and promotion for Amtrak service
- Station-related repairs

Waterway program priorities:

- Administration funds for 13 ports along the Missouri and Mississippi Rivers
- Operating assistance for two ferry boat operations on the Mississippi River
- Capital improvements at eight river ports

Transit program priorities:

- Operating assistance for 37 public transit providers and 200 non-profit organizations providing special transportation
- Planning grants for the six metropolitan planning organizations
- Operating and capital funds for systems in Springfield, Columbia, Joplin and St. Joseph
- Capital funding for vehicles, equipment and facilities
- Vehicles for non-profit organizations

MoDOT's Commitment

MoDOT is committed to providing the best transportation system possible with the resources Missourians are willing to invest. This STIP contains the projects the department and the state's local and regional planning organizations consider their top priorities.

As MoDOT has developed its family of plans, it has become easier to ensure resources are allocated to the most important projects statewide. Based on extensive public input and engineering data, the department knows what the state's transportation needs are and what it will take to meet those needs. As a result of this planning process, MoDOT has shifted its priorities away from expanding the system to taking care of what already exists. This is what Missourians, in urban and rural areas, want MoDOT to do.

As the department strives to keep its commitments to Missourians, it is further refining its planning processes. The prioritization and programming processes have been improved by implementing the principles in the long-range and mid-range plans. People know what projects the department will do and when those projects will start. The next step is to develop a process that will let Missourians know more precisely when projects will be completed. MoDOT continues to work on this issue, another step in its commitment to be fully accountable to its customers, the citizens of Missouri.